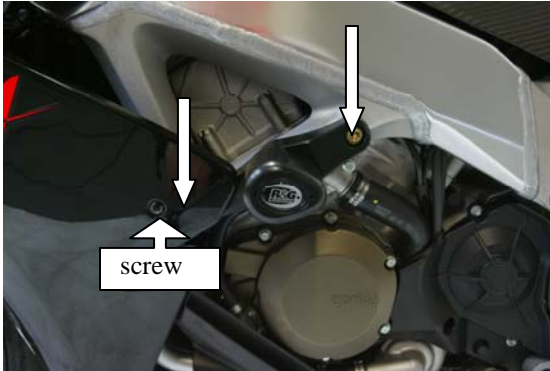
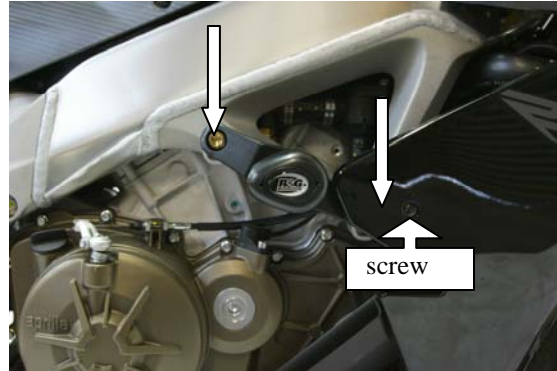




**FITTING INSTRUCTIONS FOR CP0257BL AERO CRASH PROTECTORS
APRILIA RSV4 2009-**



PICTURE A



PICTURE B



Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike

Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*

You will need the following tools to complete this job.

Set off metric allen keys to include 3 and 8mm.

Socket set to include 13mm and 17mm A/F sockets and wrench.

Torque wrench and 8mm hexagon drive socket to be used at 40NM.

YOUR KIT WILL COMPRISE OF THE FOLLOWING COMPONENTS

PLEASE CHECK ALL THE BELOW COMPONENTS ARE INCLUDED IN YOUR KIT

- 2 x AERO STYLE BOBBINS (FITTED WITH 10mm INTERNAL COMPRESSION SLEEVES).
- 2 x BOBBIN CAPS.
- 4 x ALUMINIUM SPACERS (20mm DIAMETER x 13mm LONG).
- 2 x 10mm PLAIN WASHERS.
- 2 x 12mm SERRATED/LOCKING WASHERS.
- 2 x METAL MOUNTING BLOCKS (THESE ARE THE SAME FOR BOTH SIDES).
- 2 x M10x1.5x90mm LONG CAP HEAD BOLTS.
- 2 x M10x1.5x80mm LONG CAPHEAD BOLTS.
- 2 x M10x1.25x60mm LONG HEX HEADED BOLTS

R&G Racing

Unit 5K, Blacknest Industrial Park, Blacknest Road, Alton, Hampshire, GU34 4PX

Tel: +44 (0)870 220 6380 Fax: +44 (0)1420 521101 www.rg-racing.com Email: info@rg-racing.com



PLEASE READ THROUGH THE FITTING INSTRUCTIONS AND BE SURE YOU UNDERSTAND BEFORE COMMENCING FITTING.

LEFT-HAND SIDE (as you sit on the bike)

- Remove fairing screw labelled screw in picture A.
- This will allow you access to undo and remove engine mounting bolts in positions arrowed in picture A (do not remove rectangular spacers).
- Take either mounting block from kit, place the two shorter (80mm) long cap head bolts through block so head of bolt goes into counter-bore.
- Place one spacer (all the same size) from kit onto each protruding bolt (these act as frame spacers).
- Offer assembly up to original engine mounting holes (**please note** the longer tapered portion should face towards the front of bike (the offset is to allow the crash protector bobbin to miss fairing). This is a bit difficult due to the length of bolts (other fairing screws may be removed to make things easier).
- Tighten cap head bolts to 40NM (maximum).
- Take one of the hex headed bolts and place plain washer over thread end of bolt and against bolt head.
- Place one of the serrated/locking washers over thread end of bolt and against bolt head.
- Place this assembly through bobbin so head of bolt goes into counter bore of bobbin.
- Fit bobbin assembly to metal mounting bracket just fitted (into tapped hole). **PLEASE NOTE BOBBIN MUST BE POSITIONED AS PICTURED ABOVE WITH BIGGER END TOWARD FRONT OF BIKE.** Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. Do not overtighten as damage can occur to the bike. Do not exceed 40nm of torque.
- Refit and tighten fairing screws.
- Fit bobbin caps so logo is as shown above.

RIGHT-HAND SIDE (as you sit on the bike)

- Remove fairing screw labelled screw in picture B.
- This will allow you access to undo and remove engine mounting bolts in positions arrowed in picture B (do not remove rectangular spacers). **PLEASE NOTE when these bolts are removed the engine to frame spacers may fall out (these must be refitted in the original position when assembling the new block to frame).**
- Take remaining mounting block from kit, place the two longer (90mm) long cap head bolts through block so head of bolt goes into counter-bore.
- Place one spacer (all the same size) from kit onto each protruding bolt (these act as frame spacers).
- Offer assembly up to original engine mounting holes (**please note** the longer tapered portion should face towards the front of bike (the offset is to allow the crash protector bobbin to miss fairing). This is a bit difficult due to the length of bolts (other fairing screws may be removed to make things easier).
- Tighten cap head bolts to 40NM (maximum).
- Take one of the hex headed bolts and place plain washer over thread end of bolt and against bolt head.

R&G Racing

Unit 5K, Blacknest Industrial Park, Blacknest Road, Alton, Hampshire, GU34 4PX

Tel: +44 (0)870 220 6380 Fax: +44 (0)1420 521101 www.rg-racing.com Email: info@rg-racing.com



- Place one of the serrated/locking washers over thread end of bolt and against bolt head.
- Place this assembly through bobbin so head of bolt goes into counter bore of bobbin.
- Fit bobbin assembly to metal mounting bracket just fitted (into tapped hole). **PLEASE NOTE BOBBIN MUST BE POSITIONED AS PICTURED ABOVE WITH BIGGER END TOWARD FRONT OF BIKE.** Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. Do not overtighten as damage can occur to the bike. Do not exceed 40nm of torque.
- Refit and tighten fairing screws.
- Fit bobbin caps so logo is as shown above.

CONSUMER NOTICE

The catalogue description and any exhibition of samples are only broad indications of the Products and R&G may make design changes which do not diminish their performance or visual appeal and supplying them in such state shall conform to the order. The Buyer acknowledges no representation or warranty (other than as to title) has been given or will apply to the Products other than those in R&G's order or confirmation and the Buyer confirms it has chosen the Products as being of merchantable quality and suitable for its particular purposes. Where R&G fits the Products or undertakes other services it shall exercise reasonable skill and care and rectify any fault free of charge unless the workmanship has been disturbed. The Buyer is responsible for ensuring that the warranty on the motorcycle is not affected by the fitting of the Products. On return of any defective Products R&G shall at its option either supply a replacement or refund the purchase money but shall not be liable if the Products have been modified or used or maintained otherwise than in accordance with R&G's or manufacturer's instructions and good engineering practice or if the defect arises from accident or neglect. Other than identified above and subject to R&G not limiting its liability for causing death and personal injury, it shall not be liable for indirect or consequential loss and otherwise its liability shall be limited to the amounts paid by the Buyer for the Products or the fitting or service concerned. These terms do not affect the Buyer's statutory rights.

R&G RACING RETURNS POLICY (NON-FAULTY GOODS)

Returns must be pre-authorized (if not pre-authorized the return will be rejected). Goods may only be returned direct to us if they were purchased direct from us (customer must prove if necessary). Otherwise to be returned to original vendor. Goods must be in resellable condition, in the opinion of R&G Racing. All returns are subject to a 25% restocking and handling fee (25% of the gross value exc. P&P – at the prevailing price at time of purchase). The customer must pay any and all carriage charges. No returns of discontinued products, unless within 14 days of purchase. This policy does not affect your statutory rights and does not refer to faulty goods.